



PNWA strongly supports continued federal funding for maintenance dredging and infrastructure repairs

Washington ports encompass many of the activities that are important to the Northwest and national economy. Washington State is the most trade-connected state in the nation, and the third highest exporting state in the U.S. Forecasters predict that international trade through Washington's ports will increase 4-5% each year for the next 20 years. Ports in Washington also support over 71,000 direct and 175,000 indirect and induced jobs. PNWA is proud to support our members as they work to achieve their goals and bring economic vitality to the Northwest.

Washington's Puget Sound and Coastal Ports



Port of Anacortes is responsible for the operation, growth, and development of a major deep-water port, 3 marine terminals, a marina and an airport. Their marine terminals include Pier 1, home of Dakota Creek Industries Shipyards; Curtis Wharf, which holds ships up to 500 feet; and Pier 2 which handles logs, heavy lifts and dry bulk cargoes and is available for short term moorage up to 1,200 feet. The Port's marina offers a full line of marine services, fuel, launching facilities, and many other recreation amenities. Cap Sante Marina is a customs port of entry located in the heart of downtown Anacortes for permanent and transient moorage of vessels up to 133'.



Port of Bellingham is custodian to approximately 1600 acres of land and 1,183,800 square feet of buildings including two marinas, one airport, a shipping and cruise terminal along with several industrial parks and development areas. Port infrastructure and land supports Whatcom County's marine trades industry which includes more than 100 businesses employing over 2,300 people with a combined annual revenue of more than \$550 million. Three federal navigation channels are essential to working waterfront activities which provide a supply of year-round, family-wage jobs and have a ripple effect throughout the local and regional economy.



Port of Chinook operates a 300 slip marina for 30 commercial and 270 recreational vessels. The Port supports 20 water-based and two land-based businesses, including a seafood processing facility which handles 3.6M lbs. of crab estimated at \$8.5M annually. The Ports of Ilwaco and Chinook combined, were ranked 47th in the nation for fish landings, with over 15 million pounds landed in 2017 worth over \$22M.



Port of Everett supports more than 35,000 jobs and \$29.7 billion in U.S. exports. It operates an international seaport, industrial and commercial real estate, and the largest public marina on the West Coast. The seaport specializes in high and heavy cargoes that support the aerospace, manufacturing, construction, mining and energy industries. The Port also serves as the entry point for all of the oversized parts for the 747, 767 and 777 airplane programs. It is home port to the Naval Station Everett, one of only 10 aircraft carrier ports in the United States. On the real estate side, the Port has undertaken a major mixed-use waterfront project with Fisherman's Harbor at Waterfront Place.



Port of Grays Harbor is Washington's only deep-water port located directly on the Pacific Ocean and the closest U.S. mainland port to expanding Pacific Rim markets. Operating 4 terminals with 5 berths, marine activity includes ship and barge transfer of products from local and national manufacturers and growers to domestic and foreign markets. Traffic at the Port has increased more than 300% over the past five years with more than 90% of shipping activity being export-based and 80% of cargo arriving via rail from the Midwest and Intermountain region. Grays Harbor leads the U.S. West Coast in exports of American grown soybean meal and is a major exporter of automobiles. Westport Marina also continues to be the number one commercial fish landing port in Washington State.



Port of Ilwaco is a key hub for commercial fishing, recreation activities and seafood processing. The port is one of the largest U.S. Albacore tuna landing ports with 15 million lbs. of fish landed in 2015. Other commercial and recreational fisheries, such as Dungeness crab, salmon, sardines, shrimp, and whiting, are also well represented. The Port of Ilwaco is served by a -16' federal channel. The port operates an 800-slip marina, 50-ton travel lift and self-service boatyard. The Port serves 25 marina-dependent commercial tenants and over 1,600 vessels annually. USCG Station Cape Disappointment relies on Port of Ilwaco's support facilities and is also dependent on the federal channel to access the Columbia River & Pacific Ocean where they responded to 162 calls for assistance in 2015.



The Northwest Seaport Alliance. The ports of Seattle and Tacoma combined their resources to strengthen the competitiveness of the Puget Sound international trade gateway. Together, the ports comprise the fourth-largest container gateway in North America. Other cargo includes bulk, breakbulk, project/heavy-lift cargoes, automobiles and trucks. Cargo activity at NWSA facilities support 58,400 jobs and generate nearly 12.4 billion in business output and \$4 billion in labor income. The ports share a domestic advantage in being the closest U.S. ports to major Asian markets. The ports also serve as the gateway to Alaska: More than 80 percent of the total trade volume between Alaska and the lower 48 states moves through Seattle and Tacoma harbors. Their world-class container facilities are linked to two major transcontinental rail lines, connected to intermodal yards and are served by the second largest concentration of distribution centers on the West Coast.



Port of Olympia has a proud history of creating economic opportunities by connecting Thurston County to the world by air, land and sea. It serves the community in a variety of ways, leading the way for many of the area's economic development efforts. From the commercial center at NewMarket Industrial Campus and the diversified specialty Marine Terminal, to the vibrant Swantown Marina & Boatworks and the strategically located Olympia Regional Airport, the Port of Olympia is committed to fostering economic growth of the South Puget Sound region and serving the needs of global customers. Essentially one business with four divisions, the Port promotes economic development through its business operations and economic development tools.



Port of Skagit's focus is on implementing economic opportunity initiatives that will support existing businesses, provide premier infrastructure to attract new businesses and encourage innovative startups. The port's three primary facilities include La Conner Marina, Skagit Regional Airport and Bayview Business Park. Its operating revenues are derived from moorage at the marina and from building and land leases. Major capital projects this year include a safety area grading project for the main runway at the airport, improving South Basin floats at the marina and a solar power installation at the business park. The port has 83 tenants that employ approximately 1,200 people with an estimated annual payroll of \$48 million.



Port of Willapa Harbor is an economic catalyst in Pacific County through the development and maintenance of economic and community infrastructure and the enhancement of business and workforce opportunities. To that end, the Port operates marinas in Raymond, Bay Center and Tokeland serving the oyster and commercial fishing industries, as well as recreational boaters on Willapa Bay. NOAA reports 3.4 million pounds of seafood products landed at the Port in 2017, valued at \$9.9M. The Port also operates the Willapa Harbor Airport and three industrial parks with over 30 manufacturing and commercial tenants. The Port is currently redeveloping the Tokeland Marina with a new commercial pier, moorage floats, restrooms, day use park, expanded RV facilities and a seafood/local products retail market.